

## 07.2—195 Removal and installation of air piston, air piston diaphragm and nozzle needle

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### Note

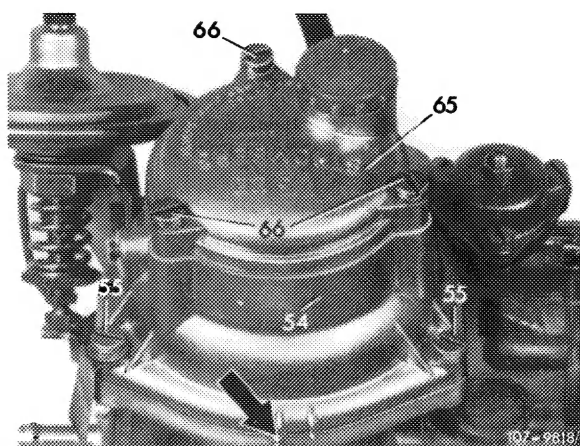
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The carburetor need not be removed for this job.

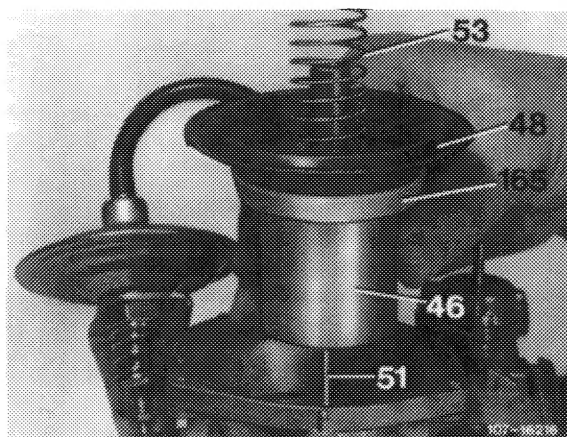
### Removing and installing

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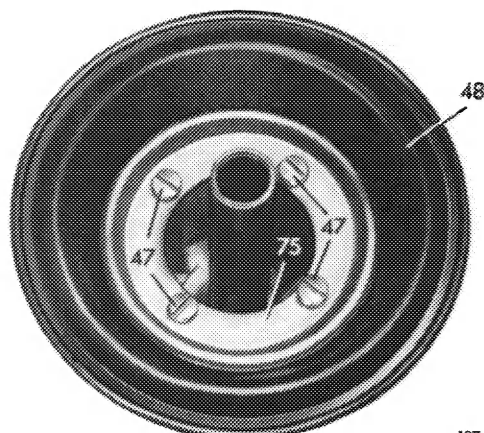
1 Unscrew fillister head screws (55), remove carburetor cover (54).



2 Remove compression spring (53) for air piston. Completely remove air piston (46) with nozzle needle (51), air piston diaphragm (48) and supporting ring (165, model 123) out of carburetor housing.

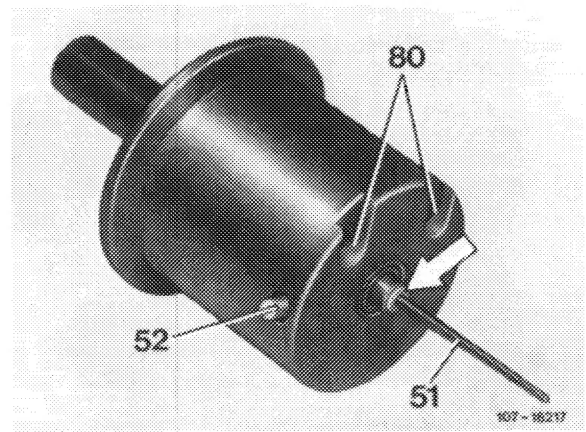


3 Unscrew fillister head screws (47), holding disk (75), air piston diaphragm (48) and on model 123, remove supporting ring.



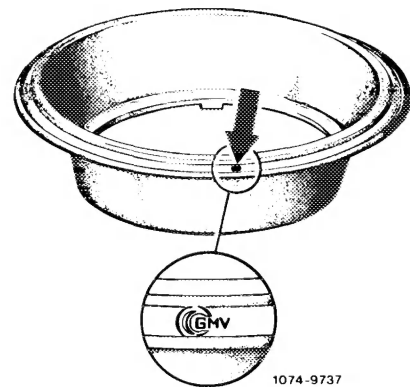
4 Slightly loosen stud (53) for fastening nozzle needle (51) and pull out nozzle needle. Check nozzle needle for wear (scoring), and renew if required.

5 During installation, slip nozzle needle (51) into mounting bore of air piston until plastic plate (arrow) is accurately flush with bottom of air piston. Fasten nozzle needle with stud (52).

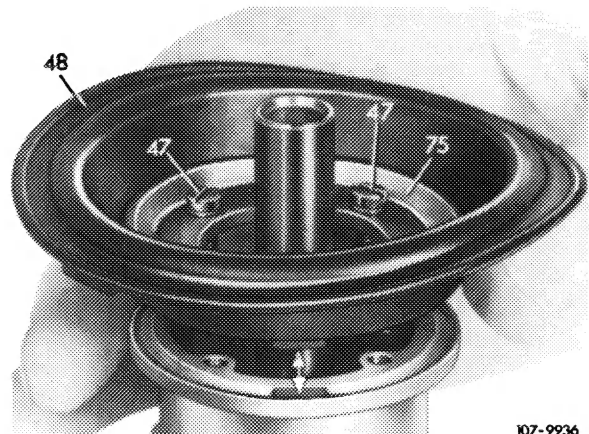


#### Air piston diaphragm

Starting June 1980 the diaphragm is made from material more resistant to tearing. Identified by a company symbol of manufacturer (arrow). Use this type of diaphragm only.



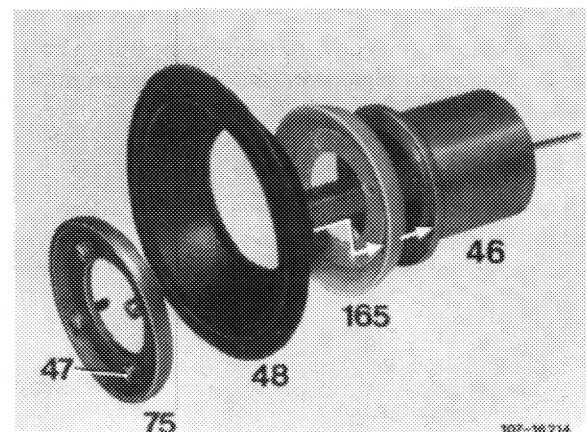
6 On **model 115**, place air piston diaphragm (48) during installation on air piston in such a manner that the beaded edge projects into groove and the locating lug into locating slot on air piston (arrow). Mount holding disk (75) and tighten fillister head screws (47).



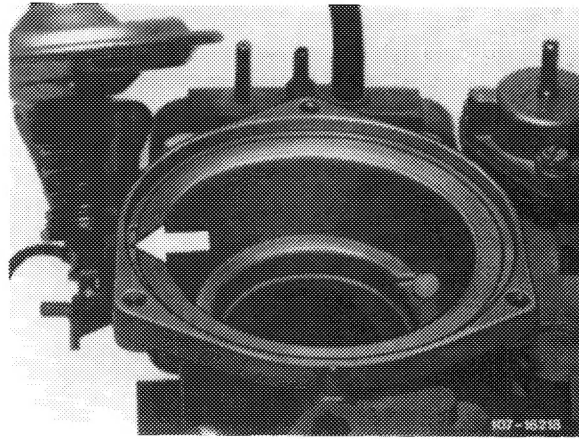
7 On **model 123**, install air piston diaphragm (48) with supporting ring (165) in such a manner that cutout of supporting ring is located above locating slot in air piston (46) and that the locating lug of the vacuum diaphragm enters cutout of supporting ring (arrows). Mount holding disk (75) and tighten fillister head screws (47).

**Note:** On model 123, be sure to install supporting ring (165) when installing a new air piston diaphragm, even if this part has not been installed originally.

On model 115 the supporting ring can be installed, but installation is not absolutely necessary.



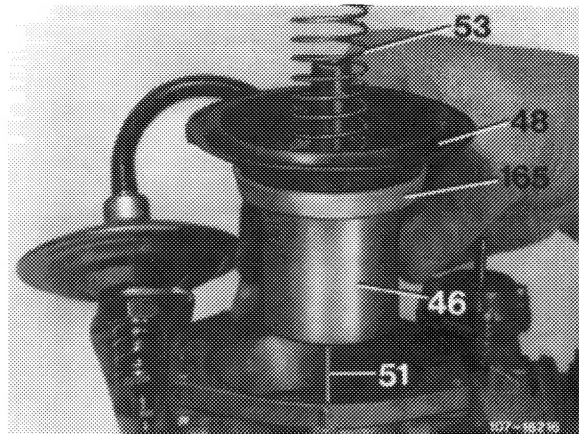
8 Carefully deburr locating slot (arrow) for air piston diaphragm in carburetor housing prior to installing completed air piston.



9 Install completed air piston in such a manner that the air piston diaphragm rests with outer edge of bead in groove and the locating lug in locating slot of carburetor housing (arrows). **The vacuum compensating bores in bottom of air piston should point toward engine.**



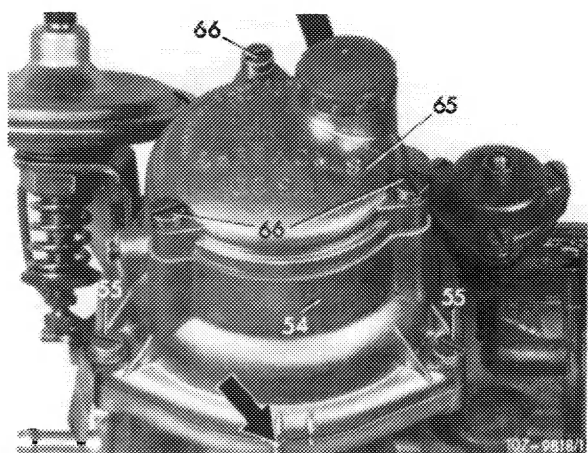
10 Insert compression spring (53).



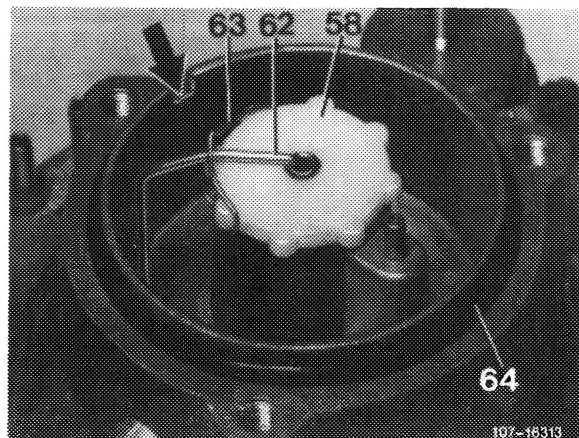
11 Mount carburetor cover (54) in such a manner that the markings (arrow) on carburetor cover and carburetor housing are in alignment. Uniformly tighten fillister head screws (55).

**Attention!**

To prevent any pulling of locating lug of air piston diaphragm out of locating groove in carburetor housing, do not rotate carburetor cover on air piston diaphragm.

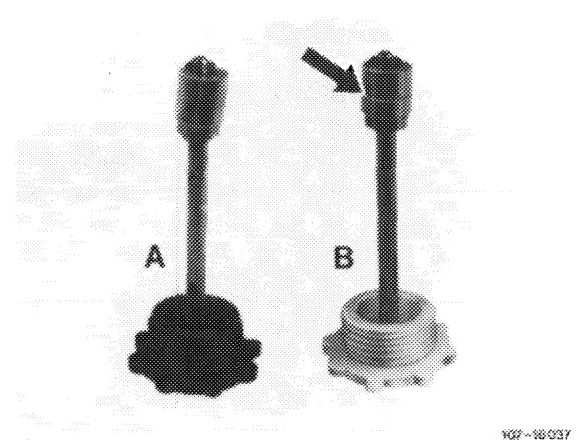


12 If the air piston dashpot (58) is renewed, install only latest version, without capillary tube (62).



#### Air piston versions

As a spare part, only the air piston dashpot version (B) is available. Differentiating characteristics are a white dashpot cap and a ring groove (arrow) on dashpot piston. Dashpot rod is closed, the capillary tube can no longer be mounted.



A Old dashpot version  
B New dashpot version

The modified air piston dashpot is coordinated in such a manner that the carburetor can be operated all-year with ATF. As an identification during installation, the red closing plug for the dashpot oil filler hole should be exchanged for yellow closing plug 000 997 84 86 during installation of air piston dashpot (B).

13 Fill oil supply tank with specified damper oil up to lower threaded edge of damper oil filler hole (arrow).

14 Adjust idle speed (07.2-100).

15 Adjust choke (07.2-125).

